



### **1.5.8**      **PILOTAGE, PILOTS**

When visiting ports where pilotage is compulsory, and ports with which he is unacquainted or where regulations make this necessary, the Master shall employ a Pilot. Master are reminded that even though pilotage may be compulsory, the Pilot acts only as an adviser, the Master being responsible for the ship's safe navigation and for the observance of laws, rules and regulations.

All information with regard to draught, compass error, speed, etc. is to be given to the Pilot, nothing being concealed or withheld. No alcoholic refreshment is to be offered to the Pilot before he takes over duty. Arrangements are to be made for him to receive his meals in the best conditions that circumstances may permit.

Should the Master consider the pilot to be endangering the ship or contravening any law, rule or regulation, he shall reject the Pilot's advice or relieve him of his duties and assume control of the ship himself.

The presence of the Master in the wheelhouse is a stringent requirement so long as the vessel is in pilotage waters.

The contribution which Pilots make to the safety of navigation in confined waters and port approaches, of which they have up-to-date knowledge, requires no emphasis, but it should be stressed that the responsibilities of the ship's navigating Officers do not transfer to the Pilot, and the duties of the Officer of the Watch remain with that Officer.

After his arrival on board, in addition to being advised by the Master for its present condition of loading, the Pilot should be clearly consulted on the Passage Plan to be followed. The general aim of the Master should be to ensure that the expertise of the Pilot is fully supported by the ship's "Bridge Team".



The presence of a Pilot does not relieve the Officer of the watch from his duties and obligations. He should cooperate closely with the Pilot and maintain an accurate check on the vessel's position and movements. Alterations of course and/or changes in wheel and/or engine order should be transmitted through the O.O.W. If he is in any doubt as to the Pilot's actions or intentions, the O.O.W. should seek clarification from the Pilot and, if still in doubt, notify the Master immediately and take whatever action is necessary before the Master arrives.

In pilotage waters and river passages, if the vessel is going to pass other vessels moored alongside, a close watch should be kept on the condition of mooring lines of such vessels, well in advance of passing them. An entry must be made in the Bridge Movement Log regarding the above and the ship's speed reduced to minimum possible under the circumstances.

Execution of every helm or telegraph order given by the Pilot should be closely supervised by the O.O.W. for the correctness of the response.

In pilotage waters, the anchors shall be clear, ready for letting go. If necessary, an Officer and Bosun/AB Seaman shall be at stations on the foc'sle. At the Master's discretion and if circumstances permit, only the Bosun / AB Seaman may be stationed on the foc'sle.

Pilotage may be paid for in several ways, the most usual method being on tonnage or draught. Masters should be particularly careful that the figures given by them are accurate.

The Master is to advise the Heads of Departments of the time for which the Pilot is ordered. The ship must be ready to move at that time. If for any reason this is not possible, steps should be taken through the Agents, or directly, to advise Pilot accordingly.



In pilotage waters, a bridge bell book shall be kept which records engine movements, alternation of course and the time of passing buoys or other distinguishing marks. Once the place of berth is known, it is to be checked that it is a safe one for the ship with adequate depth of water. In a berth such as in some rivers, where vessels are on the mud in low water, and in berths which are unknown, the ship is to be sounded round at low water with the hand lead, and the soundings entered in the log book.

Whenever a pilot has been ordered and the time of departure is delayed, the pilotage authority is to be advised in order that expenses may be avoided.

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